



Start Your Engines at **Nebraska History Museum**



Harold Mauck lived life in the fast lane. The Plainview photographer and race car driver left a collection of photos documenting northeastern Nebraska's post-World War II culture of stock car racing. His work is featured in a new exhibit at the Nebraska History Museum

in Lincoln. *Start Your Engines: Nebraska Stock Car Racing Photographs by the Harold Mauck Studio* runs August 25, 2018 through August 31, 2019, and features Mauck's photographs, plus cars and objects on loan from the Speedway Motors Museum of American Speed.

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Six Locations Added to National Register

New to the National Register of Historic Places are properties in Bartley, Grand Island, Omaha, O'Neill, and Cherry County east of Valentine. [See photos and stories.](#)



Dress codes & curfews: NU women in the 1960s

Do you have a daughter going off to college this fall? Have her read this.

Freshman Eileen Wirth had to adjust to a set of rules that applied to women but not men. "On a hot Monday afternoon in September 1965," she writes, "a procession of freshman girls at the University of Nebraska wearing raincoats headed to their first phys ed class in Nebraska Hall (now an engineering building).

"Raincoats in 90-degree sunshine? No, we weren't crazy. We were obeying a rule that girls had to wear a coat over shorts regardless of weather...."

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Reo Speed-Wagon

606 Miles From
Omaha to Denver

With a Reo Speed-Wagon in

20 Hours and 31 Minutes

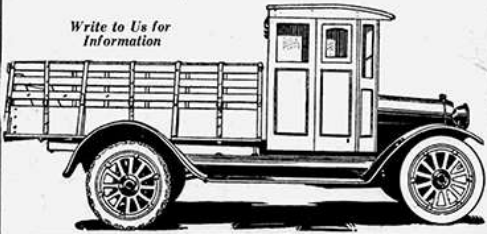
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Time for me to fly in my REO Speed Wagon

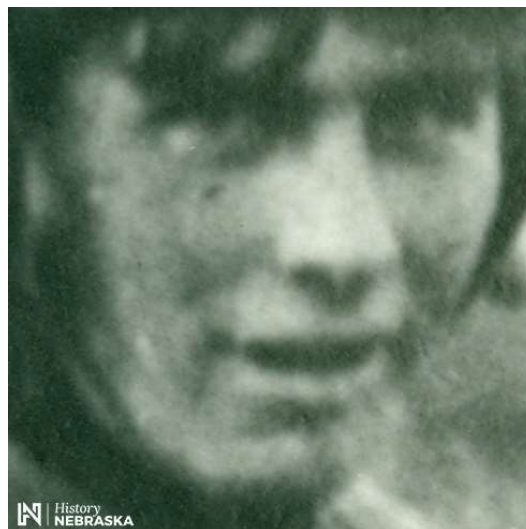
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The year nobody scored on the Huskers

Football season is almost here! Husker fans argue about whether the 1971 or 1995 championship team was the greatest in school history. But one year the Cornhuskers went undefeated, untied, *and unscored upon* in a ten-game season. [When was it?](#)



Upcoming events

Don't miss the *Start Your Engines* exhibit opening on August 25, our Brown Bag lecture August 16 ("Auto Racing in Nebraska"), Noon Bites ("The Kregel Windmill") on August 6, and more. [Keep Reading](#)



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July 31, 2018

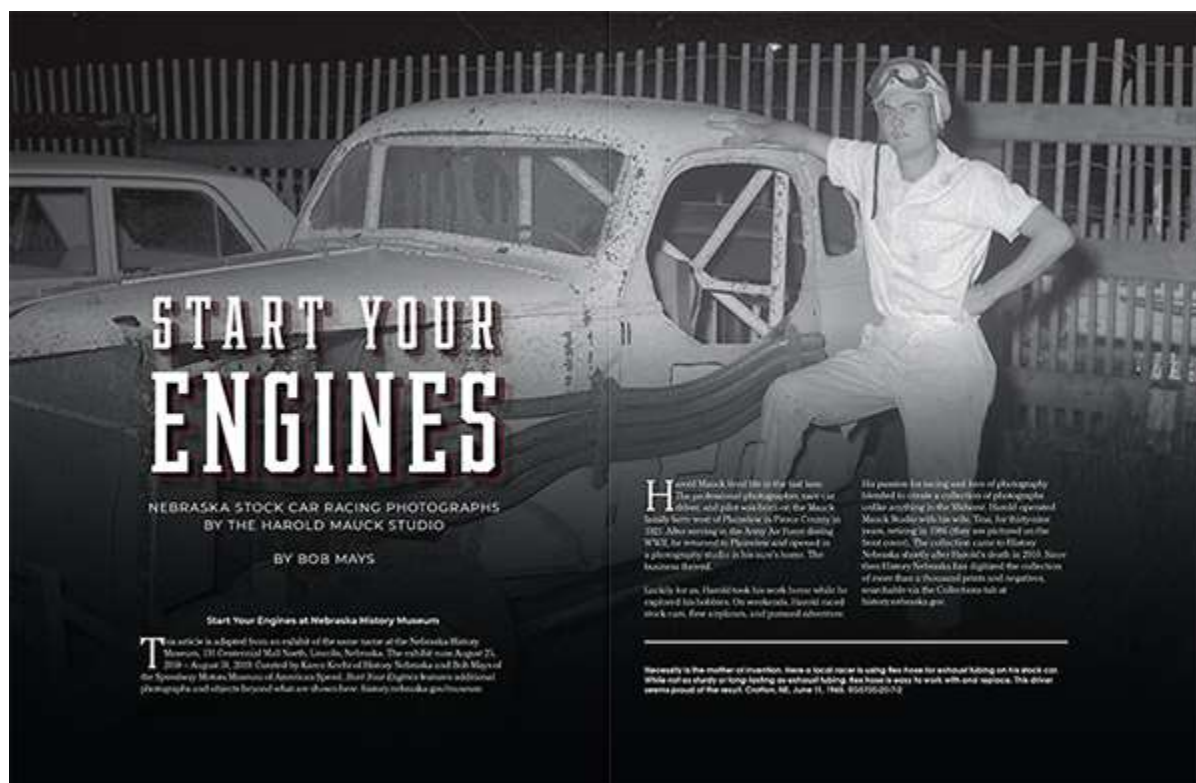


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Mauck (shown above with his wife, Tina) was born on his family's farm west of Plainview in Pierce County in 1921. After serving in the Army Air Force during WWII, he returned to Plainview and opened in a photography studio in his aunt's home. The business thrived.

Luckily for us, Harold took his work home while he explored his hobbies. On weekends, Harold raced stock cars, flew airplanes, and pursued adventure. His passion for racing and love of photography blended to create a collection of photographs unlike anything in the Midwest. Harold operated Mauck Studio with his wife, Tina, for thirty-nine years, retiring in 1986. The collection came to History Nebraska shortly after Harold's death in 2010. Since then History Nebraska has digitized the collection of more than a thousand prints and negatives ([searchable here](#); click "keyword search" and enter Mauck).

The exhibit is being adapted as a photo essay in the Fall 2018 issue of *Nebraska History*. (History Nebraska [members](#) receive *NH* automatically; you can also purchase individual copies from the Nebraska History Museum.)



Opening spread from the forthcoming Nebraska History article.

In the meantime, here are a few of Harold Mauck's photos, with captions written by Bob Mayes of Speedway Motors Museum of American Speed:



The US auto industry stopped building private vehicles during World War II, but wartime technological advances transformed the postwar auto industry. The new automobiles made prewar cars seem hopelessly out of date, no matter their condition. By the 1950s, prewar autos were being sent to junkyards by the millions. These cars fueled the new sport of stock car racing.

RG5705-7-30



The driver may have received most of the credit for what happens on the track, but each car needed a team of people in order to perform at its best. A good mechanic and a dedicated helper with a strong back were just about mandatory.

Cars needed regular service during the week. In stock car racing's heyday, just about every service station had a race car to maintain. Brakes, front spindles, axle shafts, and the engine took up most of the mechanic's time. A few dents might get pounded out if there was time to spare. Most mechanics had all the basic tools they needed, especially if the car was housed at a service station. Here, jack stands were needed for customer cars, so this race car was left with an old stump for support during maintenance. Possibly Holmes Garage in Plainview, circa 1951.
RG5705-29-18



Track conditions were not always optimum. Many tracks lacked the budget to put up lights for night racing, and hot summers baked the race tracks. The dusty conditions did not deter the competition and may have enhanced it. Depending on the direction of the breeze, many fans wore the race track home with them. Yankton, SD, circa 1951. RG5705-9-12

Six Nebraska Locations Added to National Register of Historic Places

July 26, 2018

History Nebraska is pleased to announce that six Nebraska locations have been listed on the National Register of Historic Places. The Omaha Drummond Motor Company, Omaha Firestone Tire and Rubber Building, Grand Island VA Hospital, O'Neill Carnegie Library, Bartley Sales Barn, and a county line bridge in Cherry County were considered and selected by the National Parks Service for listing. In addition to the new listings, the Fairacres Historic District in Omaha was amended to include a supplemental building to its current listing.



The Drummond Motor Company, a three-story brick commercial building that sits on the northeast corner of 26th and Farnam Streets in Omaha, was originally the home of the Drummond Motor Company beginning in 1912 until selling to the Jones-Hanson Company in 1918. Two years later Greenlease-Lied Cadillac occupied the building and did so until closing their doors in 1958. The property is significant at the local level for its role in the commercial development of Omaha's 'Automobile Row' along Farnam between the years 1912 to 1958.



The Firestone Tire and Rubber Building, at 2570 Farnam Street in Omaha, is a three-story brick commercial building that was designed by noted Omaha architect John Latenser and Sons. The Firestone Company had a key role in the development of Omaha's 'Automobile row' by providing support materials and services to the neighboring dealerships and the high volume of travelers along and near Farnam Street. The property is significant at the local level between the years 1915 to 1939.



The Grand Island VA Hospital complex, located at 2201 North Broadwell Avenue in Grand Island, consists of fourteen buildings spread over 26.6 acres. The focus of the medical campus is the multi-story main hospital building, clad in tan brick with architectural detailing emphasized through variations in building materials. Nine smaller buildings contribute to the historic district, referencing the architectural style of the main hospital building. An additional four buildings, which are considered non-contributing, have been added to the campus since the opening of the veterans' hospital. Along with its architecture, the Grand Island VA Hospital is also significant for its role in post-World War II health care. It is a representative property that demonstrates both the shift from the care of Veterans from the Civil Service to the Veterans Administration and the combined effort of the Veterans Administration and the U.S. Army Corps of Engineers in constructing the care facility. The hospital is significant at the statewide level between the years 1950-1958.



The O'Neill Carnegie Library, located at 601 East Douglas Street in O'Neill, is one of the sixty-nine libraries that were built using a grant from Andrew Carnegie. The library was originally constructed in 1914 and a large addition was added to the rear of the building in 1994. Despite the modern addition, the building retains sufficient integrity to represent a Carnegie library as efforts were taken to minimize the visual impact of the expansion. The Carnegie library portion retains its original layout with open reading spaces, hardwood banisters, wainscoting, and interior doors, well as its historic wooden windows. The property is significant at the local level between the years 1914 to 1968 for its continued role in the educational development of the community.



The Bartley Sales Barn, located at the southwest corner of US-34/6 and Commercial Street in Bartley, contains four contributing resources along with one non-contributing resource on less than one acres of land. The property is listed for its association with agriculture and commerce, and for the preserved property octagonal barn. The property is significant at the local level between 1919, the year of the earliest known construction, to 1927, when the last livestock sale was believed to be held on the property.



The County Line Bridge in Cherry County spans the Niobrara River 17.5 miles east of Valentine, near Cherry County's border with Keya Paha and Brown counties. The County Line Bridge is a 1916 Pratt through truss bridge built by the Canton Bridge Company. The bridge was built following the disastrous spring floods of that year that completely destroyed fifteen bridges along the river. The bridge is significant at the local level for its contribution to engineering as a well-preserved example of a once common bridge type. The bridge does not connect any public roads and is in private ownership.



The Fairacres Historic District in Omaha was originally listed in the National Register of Historic Places on July 24, 2017, but additional documentation regarding a property within in the district was uncovered. The accepted amendment now includes the building at 6247 Underwood Avenue as a contributing resource. Following the amendment, 123 of the 135 resources within the district are now classified as contributing. The district is approximately forty acres and is roughly bounded by Dodge Street to the south, North 62nd Street to the east, California Street and Fairacres Road to the north, and North 68th to the west. The district is listed for its collection of various styles of the Late 19th and Early 20th Century Revivals architecture.

The National Register of Historic Places is the nation's inventory of properties deemed worthy of preservation. It is part of a national program to coordinate and support local and private efforts to identify, evaluate, and protect the nation's historic and archeological resources. The National Register was developed to recognize historic places and their role in contributing to our country's heritage. Properties listed in the National Register either individually or as contributing to a historic district are eligible for State and Federal tax incentives.

For more information on the National Register program in Nebraska, contact the Nebraska State Historic Preservation Office at History Nebraska at (402) 471-4775 or visit history.nebraska.gov.

Dress Codes & Curfews: NU Women in the 1960s

July 31, 2017



By Eileen Wirth, Ph.D.

On a hot Monday afternoon in September 1965, a procession of freshman girls at the University of Nebraska wearing raincoats headed to their first phys ed class in Nebraska Hall (now an engineering building).

Raincoats in 90-degree sunshine? No, we weren't crazy. We were obeying a rule that girls had to wear a coat over shorts regardless of weather. We had to wear our uniform blue shorts to class because there was no locker room on the floor temporarily housing Women's PE. That also meant no showers.

Welcome to NU in the pre-Title IX era when there were strict rules policing all undergraduate women while men were exempt.

Here's a look at some of those rules.

Housing

On pain of expulsion, all unmarried undergraduate females, including nontraditional students, had to live in university-approved housing: at home with their parents or a residence hall or sorority house.

Neihardt Hall, then Women's Residence Hall, housed only freshmen which made it easier to enforce the 9 p.m. first-semester curfew. Girls who earned a 2.0 could then stay out until 10:30 p.m. on weeknights—the curfew for upper class women. Weekend hours were 1 a.m. on Fridays and Saturdays and 10:30 on Sundays. RA's performed random bed checks.

Women received a demerit for every minute past curfew, with 10 demerits resulting in a “campus”—confinement to quarters for a weekend night. Residents who went to a university event such as a basketball game had 10 minutes to clock in after the housemother got a call that the game had ended. We called it “10 after.”

At sunset, the residence director went outside to see if any rooms facing 16th Street had failed to close their curtains. She didn't want the Kappa Sigs across the street checking us out!

Residents were required to sign out and in every time they left and returned.

The theory was that if you controlled the girls, you controlled the boys. SURE!

Dress Codes

Women were not supposed to wear pants to class no matter how cold it was. No one ever did but there was likely no punishment for doing so. Dorm rules, however were enforced:

- Pants were forbidden in dining halls except on Friday evenings and all day Saturday. Women had to wear skirts for all other meals, even breakfast.
- For Sunday dinner at noon, women had to wear nylons and heels and men had to wear ties. This included an All-American football player who demonstrated to a line checker that he couldn't get a tie around his neck.
- Shorts could only be worn on campus if covered by a coat. You couldn't even go visit a friend in another dorm in shorts without a coat.

Enforcement Bureaucracy

There was a Dean of Women but no Dean of Men. She worked for the Dean of Students and focused on enforcing the rules for females. The Associated Women Students (AWS), an elected student group, assisted her. All women students “belonged” to AWS. Dorm standards boards enforced hall rules such as noise complaints or other minor infractions.



From the Cornhusker 1966 (yearbook), p. 207.

Gender Segregation

Prior to Title IX, student organizations were frequently single gender, including many academic honorary societies. In journalism, for example, women joined Theta Sigma Phi while men belonged to Sigma Delta Chi. Phi Beta Kappa was an exception. Usually there were parallel groups like the male “Corn Cobs” and female “Tassels” athletic boosters. The Mortar Boards were all women and the Innocents all men. Mortar Boards were “tapped” and Innocents literally tackled.

Residence halls were STRICTLY sex segregated. A maintenance man coming to a female unit had to yell “man on the floor” lest he catch a someone running around in her undies at mid-day. During open houses, doors had to be kept open. Males were allowed to help women move into or out of their rooms at specified times.

I don’t recall any intercollegiate sports for women although there were likely some intramural sports. NU was a national leader in promoting non-competitive fitness programs for females while shunning competitive athletics for them.

The Change

The rules under which my class entered NU in 1965 had changed little since the 1940s when my mother was a student. However, we ‘60s women rebelled.

Upper class women agitated for keys that would allow them to come in when they chose. After a GREAT deal of discussion about whether women were responsible enough to handle such freedom, seniors then juniors were allowed to check out keys under tight restrictions:

- Keys had to be checked out before 7 p.m. If your plans to go out changed later, too bad. Many women checked out keys daily just to be safe.
- Women could lose key privileges if they let underclassmen in after hours.
- A woman who lost her key lost key privileges and had to pay a great deal to replace it.

A few sorority houses initially did not participate in the program because their alums would not allow it. Eventually the nonsense of curfews disappeared, as did the dress codes and the sign in sheets. Coed “visitation” in which men and women were allowed in each others’ rooms during specified hours paved the way for unlimited visiting access and then to today’s coed dorms.

One brave soul in the spring of 1967 rebelled against the housing requirement and moved out saying she couldn’t afford the dorm. She was expelled, but when the Rag (DN to today’s students) carried the story, it sparked a student rebellion that led to her readmission and rules changes. It was our greatest triumph as student journalists!

It took [Title IX](#) (1972) to create today's great women's sports programs and to integrate most student groups.

AWS is history along with WRH. Never again will hundreds of women and their dates battle to reach the doors of a dorm before they were locked for curfew. Gone are the days when hungry freshman women couldn't order a pizza delivery after 9 p.m. or when a woman couldn't stay at the library studying until it closed at midnight. Who can conceive of not wearing jeans to class or even church? How many UNL women even OWN a pair of pantyhose?

I wonder what Dean of Women Helen Snyder thinks of it all!



Randy Irey, Eileen Wirth, Cheryl Tritt, Julie Morris
Senior Staff Writers

The author and her colleagues at the Daily Nebraskan. Only one of these students has no curfew. From the Cornhusker 1967 (yearbook), p. 233.

Eileen Wirth is a professor emeritus of journalism at Creighton University and a current member of History Nebraska's Board of Trustees. She is the author of From Society Page to Front Page: Nebraska Women in Journalism (University of Nebraska Press).

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July 31, 2018

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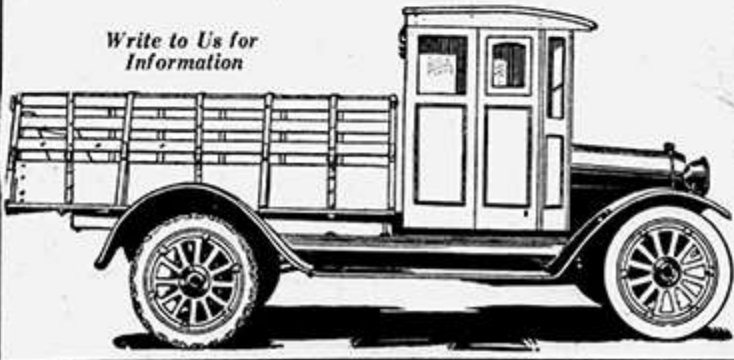
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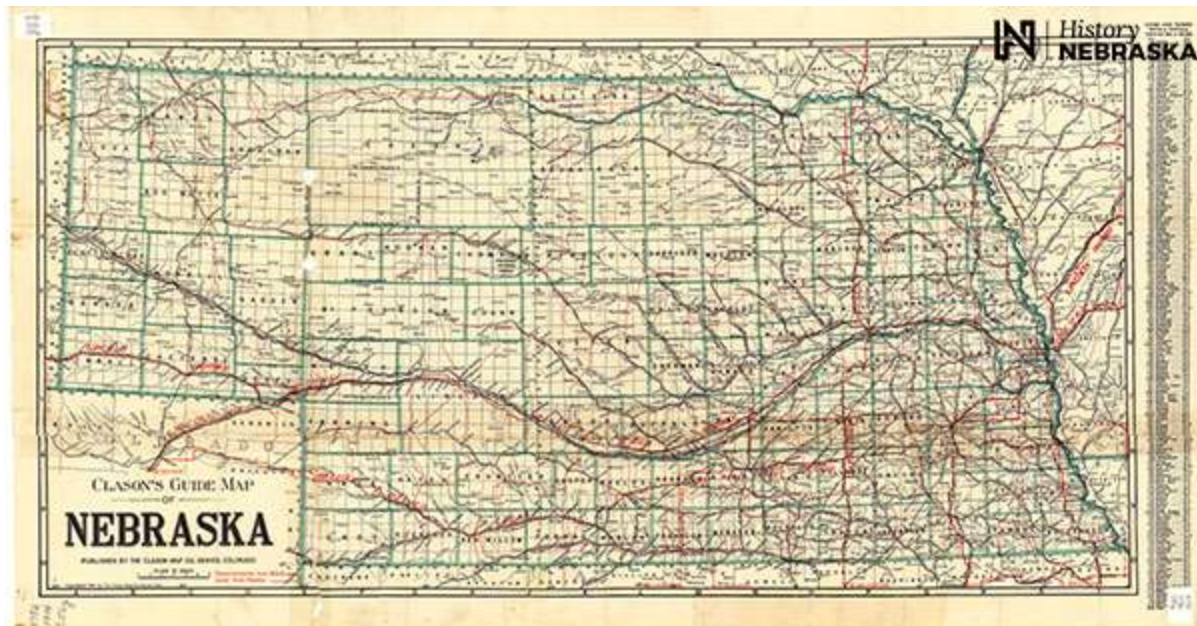
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Consider the challenge. The route was probably the D-L-D Highway (Detroit-Lincoln-Denver, more-or-less the future US Highway 6). Don't let the word "highway" fool you. The word was used for centuries until, quite recently, it came to imply high speeds and pavement. The REO trip

involved hauling a payload of a more than a ton along 600 miles of un-graveled, barely improved dirt roads marked mostly by painted telephone poles.



[1914 Highway map of Nebraska](#) (click link for hi-res PDF). What is shown here as the “Omaha Denver Road” was also called the O-L-D (Omaha-Lincoln-Denver) Highway. After 1920 it became the D-L-D.

Think of how such a trip would sound to farmers who grew up hauling their produce to the local elevator with a team and wagon. The practical limit for such a haul was about a dozen miles (which is a big reason why railroads and elevators were spaced as they were).

Now, fast, powerful trucks promised to extend a farmer’s range and widen their market options. The Speed Wagon was marked explicitly for this purpose. In Nebraska, it was sold at dealerships in Alliance, Hastings, Omaha, Red Cloud, and perhaps other towns.

BRIDGING THE LAST GAP
Between the Farm and the Market

HAVE you ever stopped to figure what makes the difference between the value of two farms—one which is located 5 to 10 miles from town and the other only one mile? The land may have the same productive qualities yet the farm nearer town will command a higher price per acre.

THE PRINCIPAL REASON is that it will **COST MORE** to DELIVER its products **TO THE MARKETS**. Long Hauls require more time.

You can **CUT THIS DISTANCE** one half or one third by adopting the **RIGHT** kind of **TRANSPORTATION**. Besides deriving yearly profits you you increase the value of your farm.

The moto adopted must be of a type **SUITABLE FOR THE FARM**. A cumbersome, slow moving truck is little better than the old team and wagon. Thousands of farmers have found the **IDEAL TRUCK** for their purpose is the

REO 'SPEED WAGON'

There are nearly 25,000 in use today—more "REOS" than any other truck

The "SPEED WAGON" meets the demands of the farmer because it enables one man to do the work of several men and teams. As us more about 'REOS

Sutton & Shipman
 Service Station Red Cloud

Red Cloud Chief, April 1, 1920, p.5.

This was an unfamiliar world and people were still learning how it all worked. On the same page as this ad, the *Bee* printed an article titled, "Starting Switch Key Should Not Be Left in Auto, Says Dealer." It was all very strange, but a growing number of Nebraskans were ready to roll with the changes.

The Reo or REO (but always pronounced "Rio") Speed Wagon wasn't the only truck on the market. The nation was dotted with local auto manufacturers. History Nebraska owns a rare 1919 Nebraska-built [Patriot truck](#), displayed at [Neligh Mill State Historic Site](#). The 22.5 horsepower Patriot would have struggled to keep up with the 35-hp Speed Wagon.

REO, incidentally, took its name from the initials of company founder Ransom E. Olds (also the namesake of Oldsmobile). The Speed Wagon was produced in Lansing, Michigan, from 1915 to 1953. In the 1960s, a University of Illinois engineering student named Neal Doughty learned about the truck in a transportation history class. Doughty couldn't fight this feelin' that it would make a good name for his new rock band. He and his bandmates, however, pronounced it "R-E-O" — but if you are of a certain age you already knew that.

—David L. Bristow, Editor

The Year Nobody Scored on the Huskers

July 31, 2018



Football season is almost here! Husker fans argue about whether the 1971 or 1995 championship team was the greatest in school history. But one year the Cornhuskers went undefeated, untied, *and unscored upon* in a ten-game season. When was it?

Hint: No, you weren't even born yet.

It was 1902. And here's what they looked like. In addition to leather helmets, most of them wore "nose armor"—an early predecessor of the face mask.

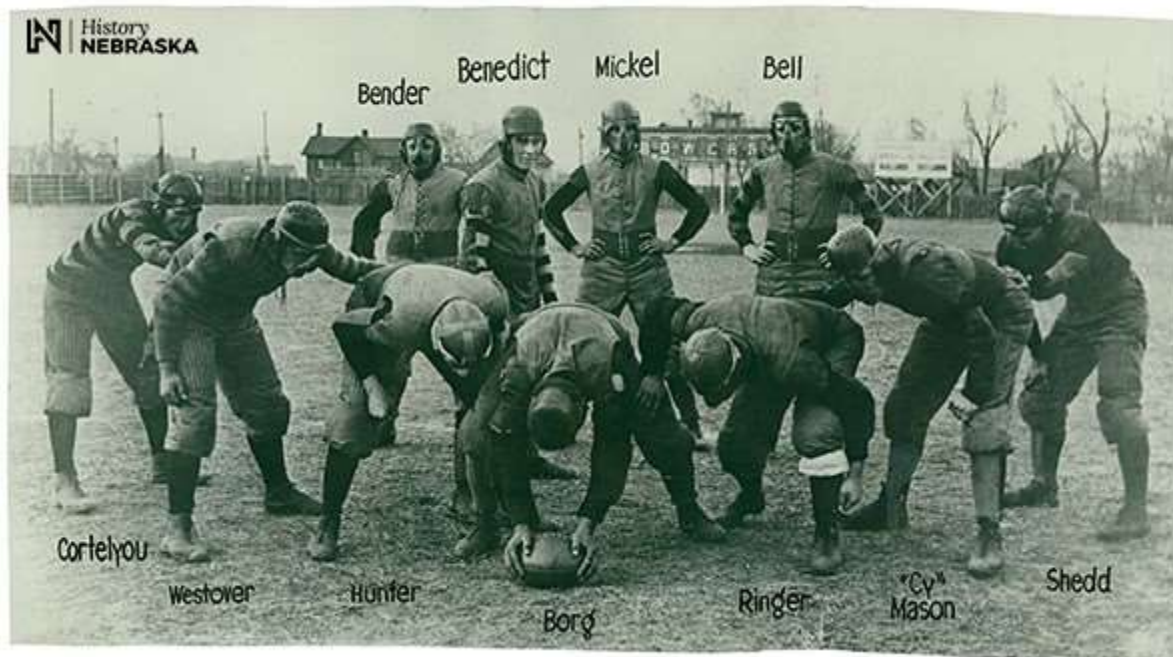


Photo: History Nebraska RG2758-102-87

The Cornhuskers outscored their opponents by a combined 186-0. Granted, this wasn't the same level of competition that later teams faced. Nebraska opened the season with a 27-0 exhibition game against Lincoln High, and their most lopsided win came against Doane (51-0). Still, Nebraska also beat future conference rivals such as Colorado, Missouri, Kansas, Northwestern and—especially—Minnesota.

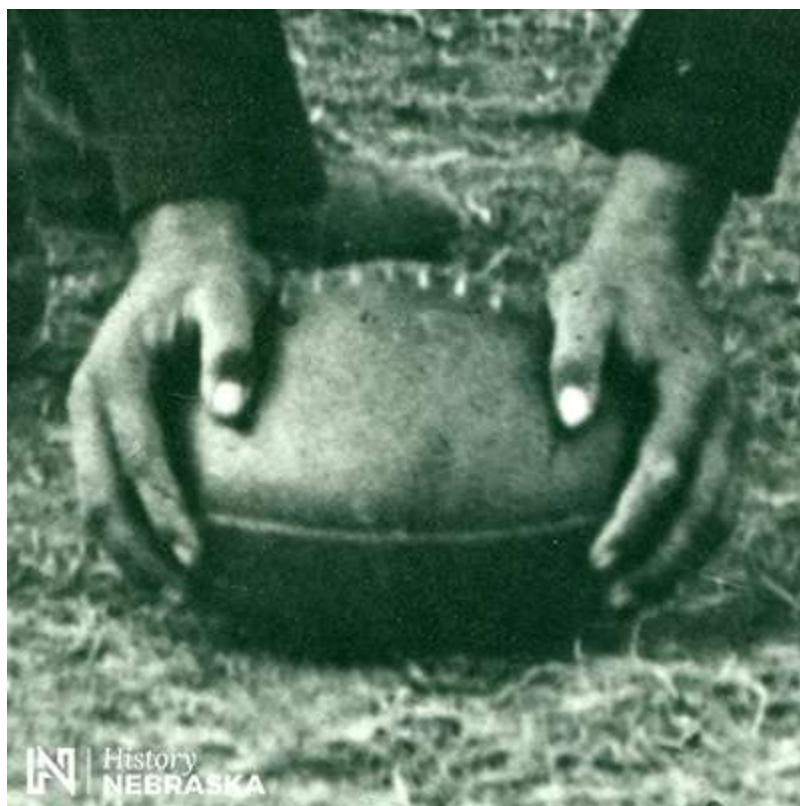
The Golden Gophers were a powerhouse in the early decades of college football. Nebraska traveled to Minneapolis having never beaten Minnesota. The game was scoreless until Johnny Bender's touchdown with two minutes left. (The game ball is still preserved among the treasures of Memorial Stadium.)

Even so, the press dubbed either Michigan or Yale as that year's mythical national champion, based on strength of schedule.

As good as the 1902 Cornhuskers were against their own competition, they'd have been badly outclassed by their 1971 and 1995 counterparts, who were drawn from a much larger talent pool and who were trained and conditioned in ways that hadn't been invented in the early 1900s.

And in many ways football was a different game in 1902: five-yard first downs, no forward pass, no separate offensive and defensive squads, and legal "mass formation" plays that involved

groups of players holding onto each other. Even the scoring was different. From 1898 to 1903, touchdowns and field goals were each worth five points, though a touchdown came with an opportunity for a one-point conversion kick.



Detail of previous photo. The center typically held the watermelon-shaped football by the ends. Footballs eventually became longer and skinnier as the forward pass became a bigger part of the game, reaching their present size and shape in 1935.

The game was brutal and sometimes deadly. By 1905, a growing number of player deaths led President Theodore Roosevelt to meet with college football representatives. The president encouraged rule changes to reduce injuries. (Reportedly Roosevelt threatened to ban the game, but this seems unlikely. For one thing, he had no authority to do so; for another, he was a fan of the game and believed it taught manly virtues.)

These days it's rare for a player to die on the field, though we're learning more and more about long-term brain damage caused by concussions and sub-concussive impacts. How will future historians look back on today's game? What sort of rule and equipment changes—or even the rise of other sports—will leave readers in the 22nd century astonished by the strangeness of today's football?



Fullback Oliver Mickel wants you to join him on the dark side of the force. Like several of his teammates, he is wearing “nose armor” invented in the 1890s. Nose guards, like helmets, were optional.

—David L. Bristow, Editor